1-7. (CANCELED)

8. (CURRENTLY AMENDED) [[The]] A method ~~for the control~~ of controlling a drive train ~~according to claim 7, wherein~~ having a drive engine (1) which, via a hydrodynamic torque converter (4), drives a reversing transmission (13) for powering a propulsion drive in a forward first driving direction and in a reverse second driving direction, the method comprising the steps of:

when initiating a change in driving direction of the propulsion drive, actuating a first driving direction clutch in an engaging direction and actuating a second driving direction clutch in a disengaging direction;

at least partially actuating a clutch (2), that connects the hydrodynamic torque converter (4) to the drive engine (1), in a disengaging direction during the change in the driving direction; and

maintaining the speed of the drive engine (1) ~~is not reduced~~ during the change in the driving direction ~~change~~.

9. (CURRENTLY AMENDED) The method for the control of a drive train according to claim ~~7, wherein a time taken to change the driving direction can be varied by regulated or controlled~~ 8 further comprising the step of regulating or controlling actuation of the clutch (2), that connects the hydrodynamic torque converter (4) to the drive engine (1), to vary a time taken during the change in driving direction.

10. (CURRENTLY AMENDED) [[The]] A method for the control of a drive train ~~according to claim 9, wherein~~ having a drive engine (1) which, via a hydrodynamic torque converter (4), drives a reversing transmission (13) for powering a propulsion drive in a forward first driving direction and in a reverse second driving direction, the method comprising the steps of:

when initiating a change in driving direction of the propulsion drive, actuating a first driving direction clutch in an engaging direction and actuating a second driving direction clutch in a disengaging direction;

at least partially actuating a clutch (2), that connects the hydrodynamic torque converter (4) to the drive engine (1), in a disengaging direction during the change in the driving direction; and

comparing a determined deceleration gradient or an acceleration gradient ~~is compared~~ with a preselected deceleration gradient or an acceleration gradient, and regulating the clutch (2), that connects the hydrodynamic torque converter (4) to the

drive engine (1), ~~is regulated~~ in such a manner that a determined value gradient approximates a preselected value gradient.

11. (CURRENTLY AMENDED) The method for the control of a drive train according to claim ~~7, wherein~~ 8 further comprising the step of regulating the clutch (2), that connects the hydrodynamic torque converter (4) to the drive engine (1), ~~is regulated~~ so that at least one of the first and second driving direction clutches or the hydrodynamic torque converter (4) ~~are~~ is operated within acceptable operating parameters.

12. (CURRENTLY AMENDED) A drive train, ~~in particular for working machines such as wheel loaders and floor-level conveyor vehicles, with~~ comprising a drive engine (1) which, via a hydrodynamic torque converter (4), drives a reversing transmission (13) for powering a propulsion drive in ~~one~~ a first driving direction for moving in a forward direction and another driving direction for moving in a reverse direction, such that when the driving direction is changed, a first driving direction clutch is actuated in ~~a closing~~ an engaging direction and a second driving direction clutch is actuated in ~~an opening~~ a disengaging direction,

wherein a clutch (2), that connects the hydrodynamic torque converter (4) to the drive engine (1), is at least partially actuated in the ~~opening~~ disengaging direction during a change in the driving direction ~~change~~, and the speed of the drive engine (1) is maintained during the change in the driving direction.

13. (NEW) The drive train according to claim 12, wherein a time taken to change the driving direction is varied by regulating or controlling actuation of the clutch (2) that connects the hydrodynamic torque converter (4) to the drive engine (1).

14. (NEW) The drive train according to claim 12, wherein a determined deceleration gradient or acceleration gradient is compared with a preselected deceleration gradient or acceleration gradient, and the clutch (2), that connects the hydrodynamic torque converter (4) to the drive engine (1), is regulated such that a determined value gradient approximates a preselected value gradient.

15. (NEW) The drive train according to claim 12, wherein the clutch (2), that connects the hydrodynamic torque converter (4) to the drive engine (1), is regulated so that the driving direction clutch or the hydrodynamic torque converter (4) is operated within acceptable operating parameters.

16. (NEW) The method for the control of a drive train according to claim 10 further comprising the step of regulating or controlling actuation of the clutch (2), that connects the hydrodynamic torque converter (4) to the drive engine (1), to vary a time taken to change the driving direction.

17. (NEW) The method for the control of a drive train according to claim 10 further comprising the step of regulating the clutch (2) that connects the hydrodynamic torque converter (4) to the drive engine (1), so that at least one of the first and second driving direction clutches or the hydrodynamic torque converter (4) is operated within acceptable operating parameters.